

CLASSIFICATION ~~SECRET~~COUNTRY East Germany REPORTTOPIC Neuruppin Airfield 25X1EVALUATION PLACE OBTAINED 25X1DATE OF CONTENT DATE OBTAINED 7 February 1955 25X1REFERENCES PAGES 4 ENCLOSURES (NO. & TYPE) 1 - sketch ~~available~~ with legendREMARKS

This is UNEVALUATED Information

25X1

1. The following air activity and aircraft were observed at Neuruppin airfield between 23 December 1954 and 8 January 1955: 25X1

23 December. Between 1000 and 1500, there was air activity by 5 or 6 MiG-15s or U-MiG-15s which individually took off at short intervals and headed northeast at an altitude of about 800 meters. The aircraft returned after 30 to 35 minutes and landed at the field. They again took off 10 to 15 minutes after the landing. The aircraft were presumably involved in an army exercise because heavy gun firing was heard in the vicinity of Neuruppin.

30 December. Between 1015 and 1500, 4 MiG-15s or U-MiG-15s flew individually at an altitude of about 800 meters, disappeared from view and landed after about 30 minutes.

31 December and 8 January. There was no air activity except on 3 January between approximately 1800 and 2200, when individual night flights were made by MiG-15s or U-MiG-15s in the vicinity of the field. On 8 January, 2 MiG-15s or U-MiG-15s were parked on the eastern hardstand of the runway. A total of 24 swept-back jet fighters were seen in the southeastern corner of the landing field. 1

2. The Kniferest-type radar set was still observed in the southeastern corner of the field. On 8 January, a single-mast radio installation was observed for the first time about 20 meters from the northwestern corner of the officers' club. The mast was about 10 meters high and braced by several guy wires. 2
3. On 8 January, the two fork-shaped frames were seen opposite each other on the previously reported location. The superstructures shaped like dipoles were about 1 meter apart at the ends of the rods. No cable connection was seen. The ground ~~at~~ frame and the bow at the rear section of the device consisted of steel rods presumably 35 mm in diameter. The ground frame had the shape of a triangle and was fitted with 2 wheels at the rear ends and a spike at the front. The braced middle section of the device seemed to be made of profile iron. The dipole support was apparently constructed of 2 parallel rods 15 mm in diameter, while the dipole-like and prismatic bar on top was apparently about 1.5 meters long. The cross section of the bar was 50 to 60 mm long. It could not be determined of which material the bar was made. 25X1

25X1

25X1

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SECRET; [REDACTED]

25X1

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4. Air activity and aircraft observed at Neuruppin airfield between 24 December 1954 and 16 January 1955: 25X1

24 December. No air activity was observed. At 1600, jet engines were heard running for short periods of time.

25 December. Between 1030 and 1230, local flights were made by MiG-15s or U-MiG-15s which took off individually. 25X1

26 to 28 December. No air activity was observed.

29 December. Between 0930 and 1500, individual MiG-15s or U-MiG-15s practiced firing at ground targets in the northwestern section of the landing field.

30 December. At 0845, individual take-offs were made for flights over the clouds. Only one aircraft was aloft at a time. After the landing, the next aircraft took off and also remained aloft for about 35 minutes.

Air activity was discontinued at about 1500. A total of 26 MiG-15s or U-MiG-15s and 2 Yak-11s were counted on the field. 25X1

31 December to 2 January. No air activity was observed.

4 January. A MiG-15 or U-MiG-15 took off at 1400 and a swept-back jet fighter was seen landing at 1415.

5 January. Between 1000 and 1400, high-altitude flights were made by 4 or 5 MiG-15s or U-MiG-15s. Some of the take-offs were made in elements two. The landings were made individually. 25X1

A MiG-15 took off at 1730 and landed at 1745.

6 January. A Li-2 landed at 1030. 25X1

7 to 11 January. No air activity was observed.

12 January. Individual MiG-15s or U-MiG-15s took off and fired at ground targets. The aircraft approached the area of the targets from an altitude of about 1,500 meters and came down to about 600 meters. In addition to air-to-ground firing, flights were made in elements of two at an altitude of about 3,000 meters. Air activity discontinued at about 1630. 25X1

13 January. A MiG-15 or U-MiG-15 made individual local flights between 1030 and 1145. 25X1

15 January. At about 1200, a MiG-15 or U-MiG-15 and a Po-2 made local flights. 1

15 January. At 1000, 12 MiG-15s or U-MiG-15s took off individually and in elements of two. The aircraft assembled in formations of four and subsequently in one wedge formation. They practiced flying in wedge formation for about 8 minutes. The formation of aircraft dispersed while the leading formation flew ahead and the two other formations flew to the right and left side. The individual formations of 4 aircraft flew in wedge formations. After flying for about 15 minutes at an altitude of about 5,000 meters, the aircraft landed individually. The whole exercise lasted for 42 to 45 minutes. All of the aircraft involved were not fitted with auxiliary fuel tanks. At 1020, a Li-2 landed at the field.

16 January. No air activity was observed.

5. On 30 December 1954 and 3 January 1955, the unidentified device consisting of 2 frames was observed at its previous location. No cable connection could be seen. 3 25X1

6. The following airactivity was observed at Neuruppin airfield between 9 January and 15 January 1955: 25X1

9 January. No air activity was observed.

14 January. Some MiG-15s or U-MiG-15s, [REDACTED] made local flights.

15 January. At about 1200, local flying was practiced by 1 MiG-15 or U-MiG-15 and 1 Po-2. 1

25X1

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7. A Kniferest-type radar set was located 100 meters north of the flight control station. A mast about 8 meters high was seen near the set. ²
8. Between 9 and 16 January, an unidentified device of 2 frames was seen near the gap in the fence surrounding the airfield. No cable connection was observed.
9. Between 9 and 15 January, some Soviet flying officers wearing fur-lined flying suits and carrying maps were seen coming from the direction of the Schuetzenhaus, passing along the northwestern corner of the cemetery and proceeding toward the airfield. It could not be determined which building the ~~off~~ officer left.

1. Comment. Neuruppin airfield is still occupied by a fighter regiment. Instruction flying for the exchanged personnel was intensified. Formation flights of 42 to ~~40~~ aircraft were made by MiG-17s or U-2s which were not fitted with auxiliary fuel tanks. This flight time is rather high because the aircraft had to retain a fuel reserve for the landing. MiG-15 was reported for the first time, while the other aircraft have repeatedly been observed in Neuruppin. 25X1
2. Comment. The single-mast radio installation near the repeatedly reported Kniferest-type radar set in the northeastern corner of the landing field was reported for the first time. 25X1
3. Comment. The unidentified device of 2 frames with superstructure shaped like a dipole has repeatedly been observed south of the flying lane west of the high-way leading to Wittstock. A cable connection which might indicate a radio-technical purpose of the device has not been confirmed so far. 25X1
 For sketch of device, see Annex. 25X1
4. Comment. It has previously been assumed that a small liaison unit of the army headquarters in Fuerstenberg is quartered in the Schuetzenhaus. 25X1

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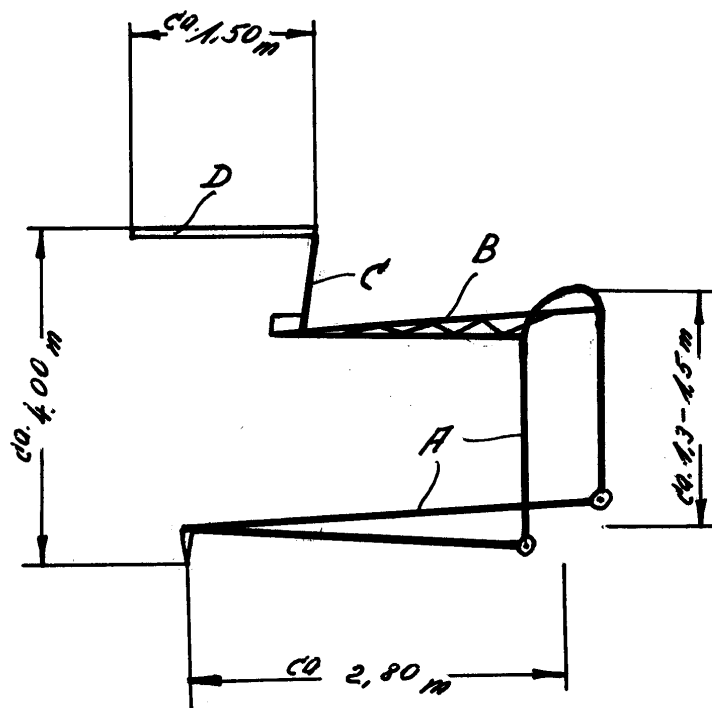
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Annex

25X1

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Unidentified Device Observed at Neuruppin Airfield



Legend

- A Frame consisting of ground section with 2 wheels and 1 spike and bow section
- B Braced middle section
- C Dipole support
- D Dipole-like bar

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CLASSIFICATION SECRET

COUNTRY East Germany

REPORT

25X1

TOPIC Neuruppin Airfield

25X1

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

25X1

DATE OBTAINED

7 February 1955

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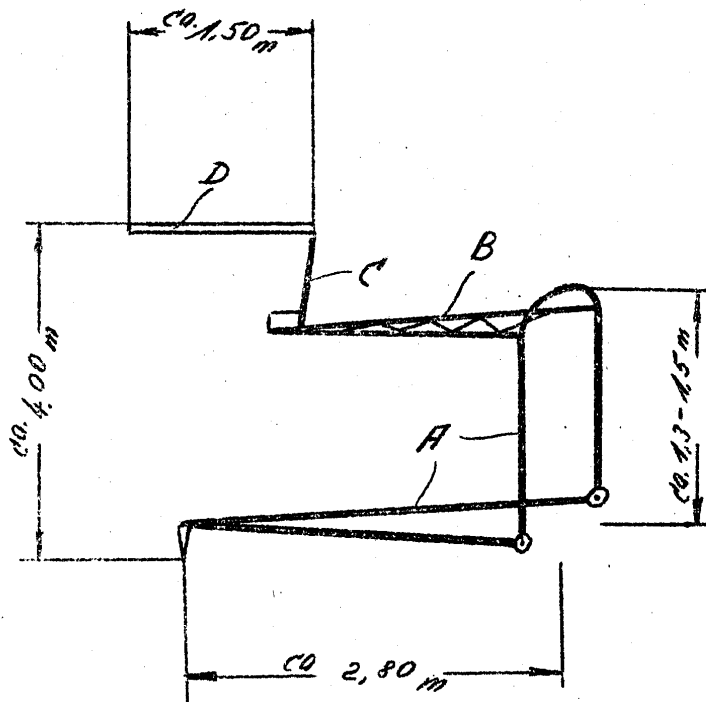
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